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Tier 2 Consultation Meeting Minutes

December 17, 2009

Offices of the Chicago Metropolitan Agency for Planning (CMAP)

Lake County Conference Room

Suite 800, 233 S. Wacker Drive, Sears Tower, Chicago, Illinois

Participants: Shana Alford CMAP

Patricia Berry CMAP

Bill Brown CMAP (via telephone)

Bob Dean CMAP
John Donovan FHWA
Doug Ferguson CMAP
Don Kopec CMAP
Matt Maloney CMAP
Holly Ostdick CMAP
Ross Patronsky CMAP

Mike Rogers IEPA (via telephone)

Stephen Schindel RTA
Betsy Tracy IDOT
David Werner FTA
Kermit Wies CMAP

1.0 Call to Order and Introductions

12:30 p.m.

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – September 25, 2009

The draft minutes from the September 25, 2009 meeting were shared with committee members. Given that Mr. Leslie was unable to participate, consideration of approval will be deferred until the next meeting of the consultation team.

4.0 State Implementation Plans

Since Mr. Leslie was unable to participate, this agenda item was not discussed.

5.0 Semi-Annual RTP/TIP Conformity Analysis and TIP Amendment

Ms. Berry noted that there were no RTP updates during the biannual conformity analysis. She reviewed project additions and changes be made to the TIP. The list of non-exempt and exempt tested project changes and new projects, together with a conformity analysis, will be released for a 45-day public comment period at the next Transportation Committee

meeting in January. Following the comment period, the changes, conformity analysis and comments will be considered for adoption by the CMAP Board and the MPO Policy Committee in March. The next scheduled conformity for the TIP is in October 2010, which coincides with the final approval of the *GO TO 2040* regional plan. Mr. Patronsky told the committee that it is intended that the plan and the FFY 11-16 TIP to be approved at the CMAP Board and MPO Policy Committee meeting in October, 2010 will be conformed against the 2040 scenario years.

6.0 GO TO 2040

New schedule for major capital projects

Mr. Dean informed the committee that the release date for a draft list of major capital projects has been pushed back. The new release date will be in June 2010. This change will give CMAP staff more time to receive information from sponsors and increase public engagement. The summer of 2010 will be critical for public engagement prior to consideration by the Board and the MPO Policy Committee for final plan adoption.

Analysis years for Plan/TIP Conformity

Ms. Berry said that CMAP staff is recommending that the TIP conformity analysis years for *GO TO 2040* and the TIP will be 2020, 2030 and 2040. She also informed the committee that IEPA had submitted the attainment demonstration and redesignation SIPs for the 1997 8-hour ozone standard to US EPA. Mr. Rogers stated that a budget for attainment was included for a nearer year, maybe 2010 and a maintenance budget was definitely included for 2020. There was concern expressed amongst the committee about when the budget would be found adequate. Mr. Patronsky stated that there could already be a conformity determination on *GO TO 2040* by the time the budgets are found adequate, but in any case the determination will be in October 2010, after federal fiscal year 2011 will have started. Mr. Rogers confirmed that the budget from the previous fiscal year would need to be used for analysis if timing were to be an issue. Ms. Berry stated that she would follow-up with Mr. Leslie to try to establish consensus on analysis years.

Financial plan

Mr. Maloney referred to a memo on reasonably expected revenues that was distributed in the agenda packet. In the memo there were four identified sources of reasonably expected revenues which are: state motor fuel tax, transportation allowances from federal climate change legislation, congestion pricing, and variable parking pricing. On page 2 of the memo, a table summarizes total reasonably expected revenue to be in the range of \$23.4 to \$29.5 billion. The range of revenue consists of the following estimates: State MFT -\$19.4 billion, Climate Change Legislation -\$1.2 billion, Congestion Pricing-\$1.6 to \$6.5 billion, and Variable Parking Pricing-\$1.2 to \$2.4 billion. Mr. Maloney also indicated that there is a precedent to assume an increase the motor fuel tax especially because the rate has not kept pace with inflation; the policy idea is gaining support. There is ongoing climate change

legislation with transportation allowances, and there is currently a bill in the Senate. The transportation allowance from this legislation is 1.0% to 2.8% of the total amount of the bill. Congestion pricing legislation was submitted to the Illinois General Assembly in December 2007, which was part of an initiative to reduce congestion. The Illinois Tollway, MPC, and Wilbur Smith have engaged in a study of the region on how congestion pricing would be implemented. The conservative approach considers that only 2.5% of all lanes in region would be priced. An aggressive approach proposes 10% of all regional lanes to be priced, which could net \$1.6 to \$6.5 billion in revenue. The capacity for raising revenue through variable parking pricing is high. There is a lot of information and outreach for pushing this policy, although it is preliminary. Another strategy for revenue is developing public-private partnerships. However, these partnerships would need to be tied to major capital projects for this effort. There is no expected revenue currently for this strategy but this could change. The House jobs bill is similar to the stimulus bill and funding might flow in 2011 from this bill for transportation projects.

Overall, there is a 55/45 split for the road fund account between the region and the remainder of the state; the region is expected to receive 45% of the revenue. If it is assumed that this split changes to 50/50 then revenue could increase in the region. Mr. Schindel asked if it makes sense to have a revenue range.

Mr. Maloney stated that the memo makes the case that this will happen but parking pricing could be included as a financing tool. Mr. Maloney explained that all expected core revenues total between \$300 and \$350 billion. However, the revenue numbers represented in the memo are less than 10% of the overall total. There is a lot of legislation out there and we will have to wait and see what the impact will be for transportation.

Mr. Dean requested thoughts on the schedule for capital projects and reasonably expected revenues. The consultation team concurred that the issues as presented in the memo indicate that CMAP staff is heading in the right direction. Mr. Donovan noted that a change to the 55/45 split would not be appropriate unless there is evidence a change is imminent.

Mr. Kopec asked if CMAP is missing money or if other regions are looking at other revenue sources. Mr. Donovan responded that other regions are looking at different sources but CMAP has a solid start and his understanding is that CMAP staff will continue to work through the CMAP committee structure to flesh out the details and tweak the dollars.

7.0 Rescissions

Ms. Ostdick shared the approach that was taken by the CMAQ Project Selection Committee in response to the \$83 million rescission. The committee considered six different options and the final agreement was to move all CMAQ projects with 100% unobligated funds out of the TIP and into MYB, which the committee has named the CMAQ A list. Project sponsors will need to make a request to get projects put back into the

TIP. In total a little over \$180 million of funded projects were moved out of the TIP. This funding will be released to projects that are ready to be obligated until money runs out for fiscal constraint. The new CMAQ rescission policy was reviewed by the transportation committee twice and it will be considered by the MPO Policy committee in January. If adopted, this approach may greatly aid in active program management and may become standard for future CMAQ programs in the region.

Ms. Berry spoke about the STP rescission and told the committee that CMAP has been in regular discussions with IDOT. The STP rescission mark will be released before the end of the year and likely IDOT will use the traditional formula for distribution. The estimated amount of the rescission is in the range of \$21 to \$22 million. The suburbs have almost no unobligated balance. It is possible the City will absorb the entire STP rescission. If there is a need, the SAFETEA LU committee will be called to weigh in on the disposition of the rescission to local STP.

8.0 Public Comment

There were no public comments.

9.0 Next Meeting

The next scheduled meeting of the Consultation team was left on call.

10.0 Adjournment

The meeting adjourned at 1:20 p.m.

Tier II Consultation Team Members:

CMAP	FHWA	FTA	IDOT
IEPA	RTA	USEPA	